

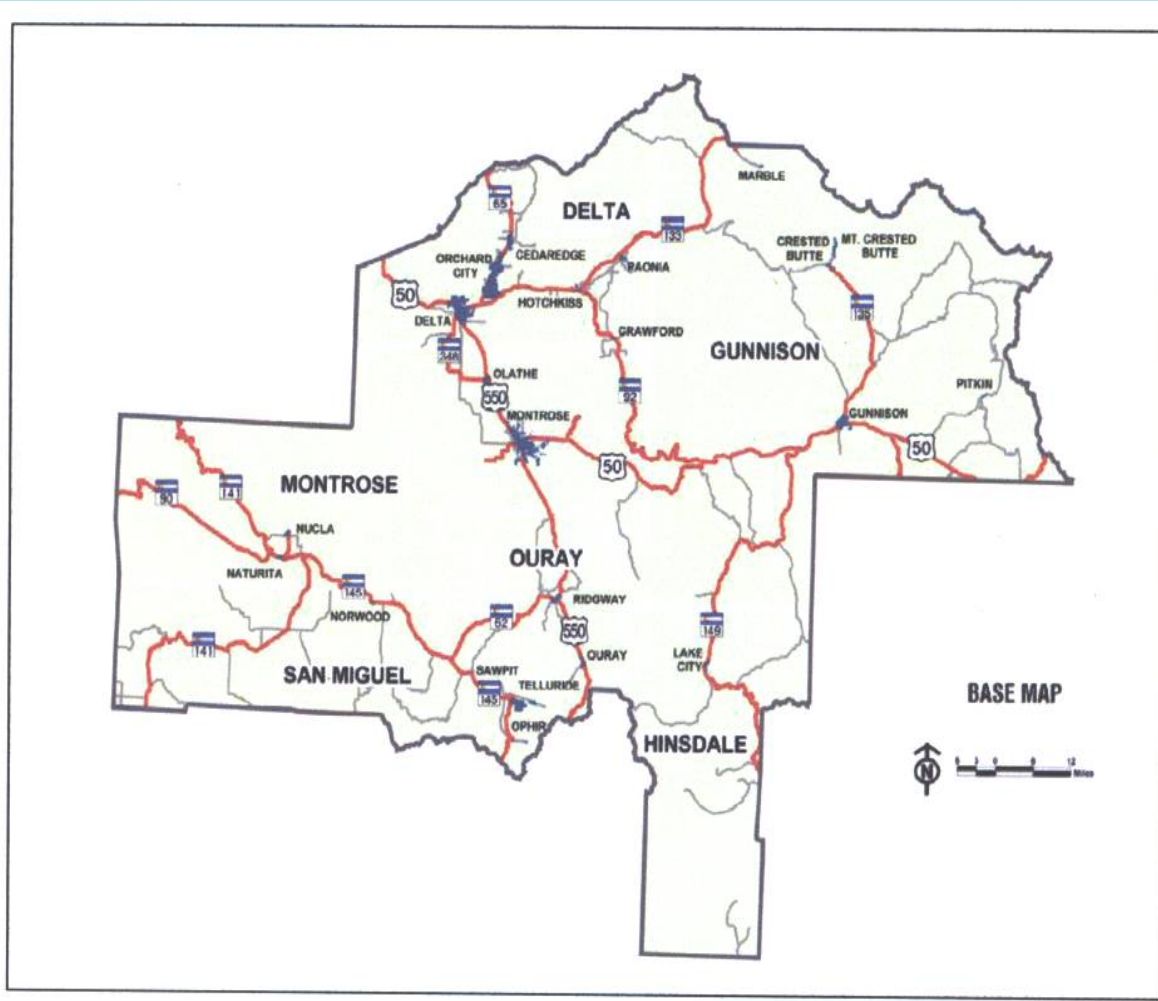
# GUNNISON VALLEY TRANSPORTATION PLANNING REGION



September 10, 2007



# Regional Map



## COUNTIES:

DELTA

GUNNISON

HINSDALE

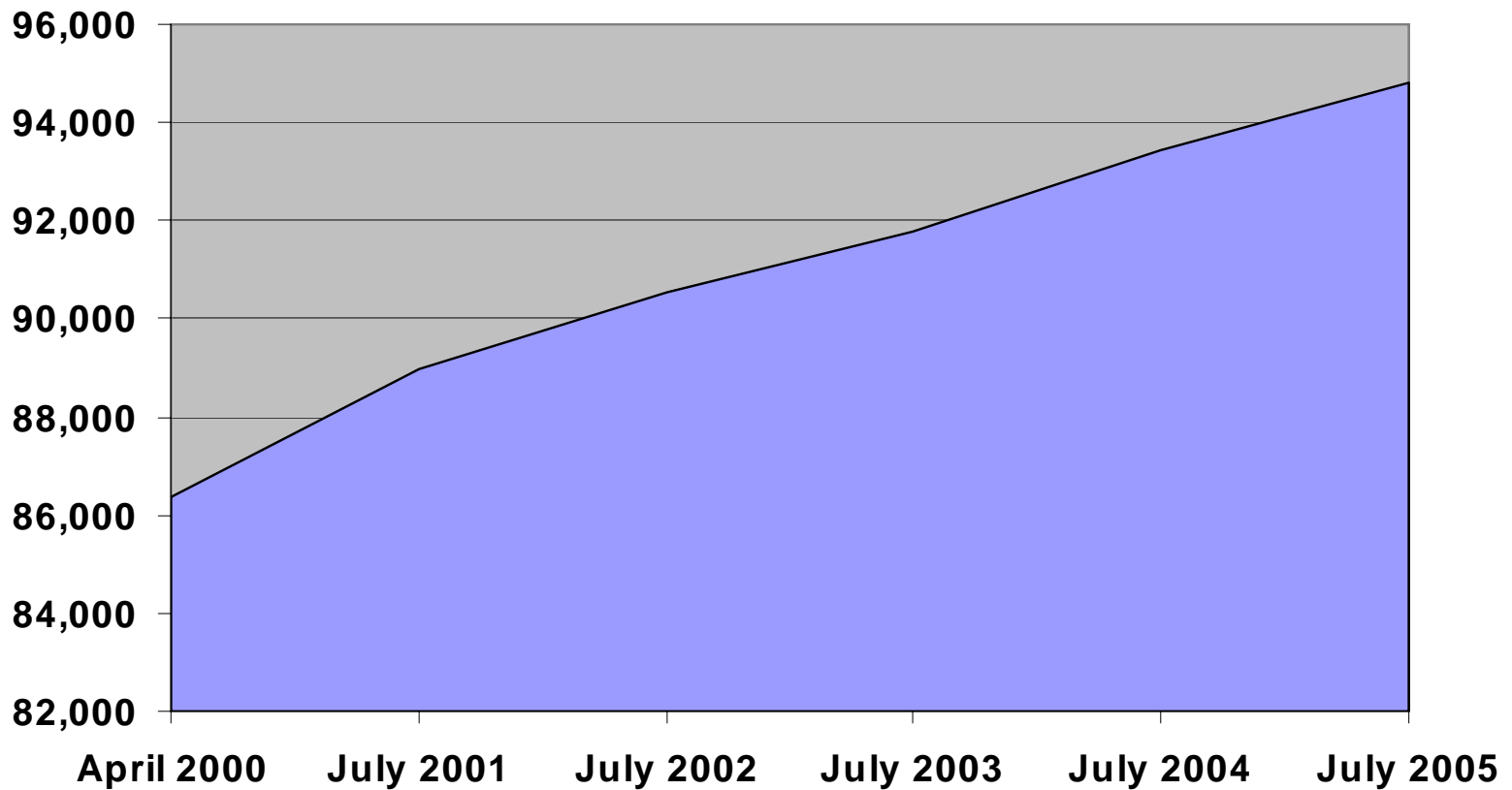
MONTROSE

OURAY

SAN MIGUEL

## Region 10 Population Growth 2000-2005

(Source: CO DOLA Est.)



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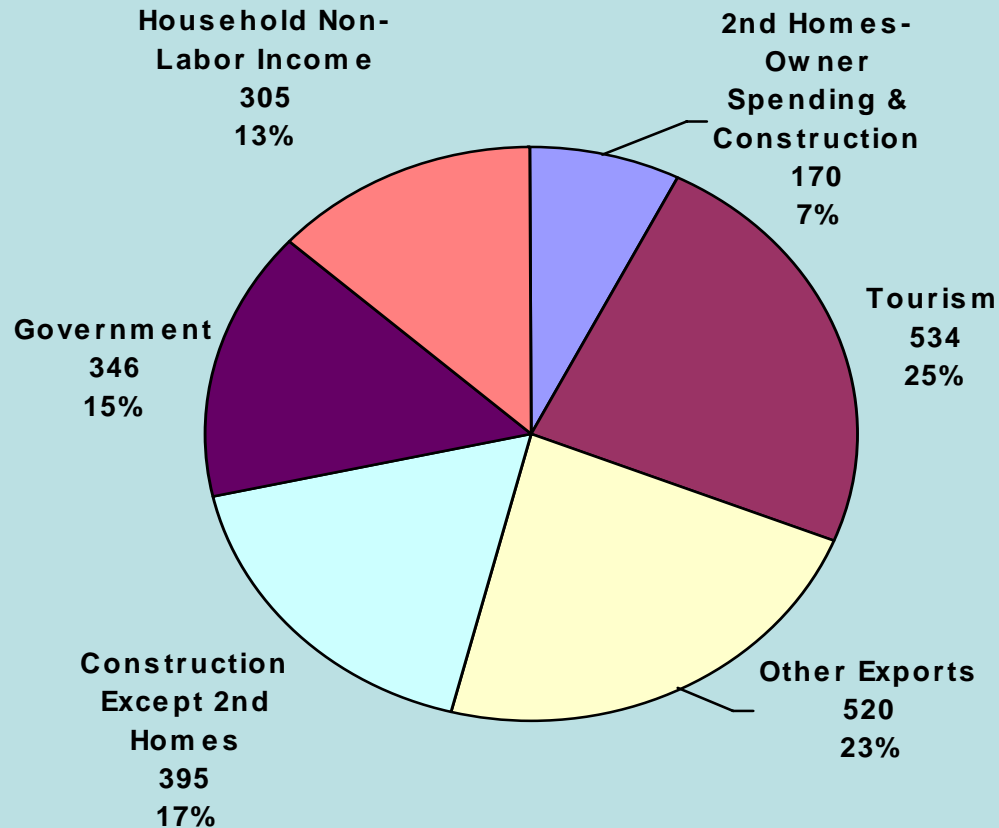


# **Economic Drivers of Employment In Two Counties**

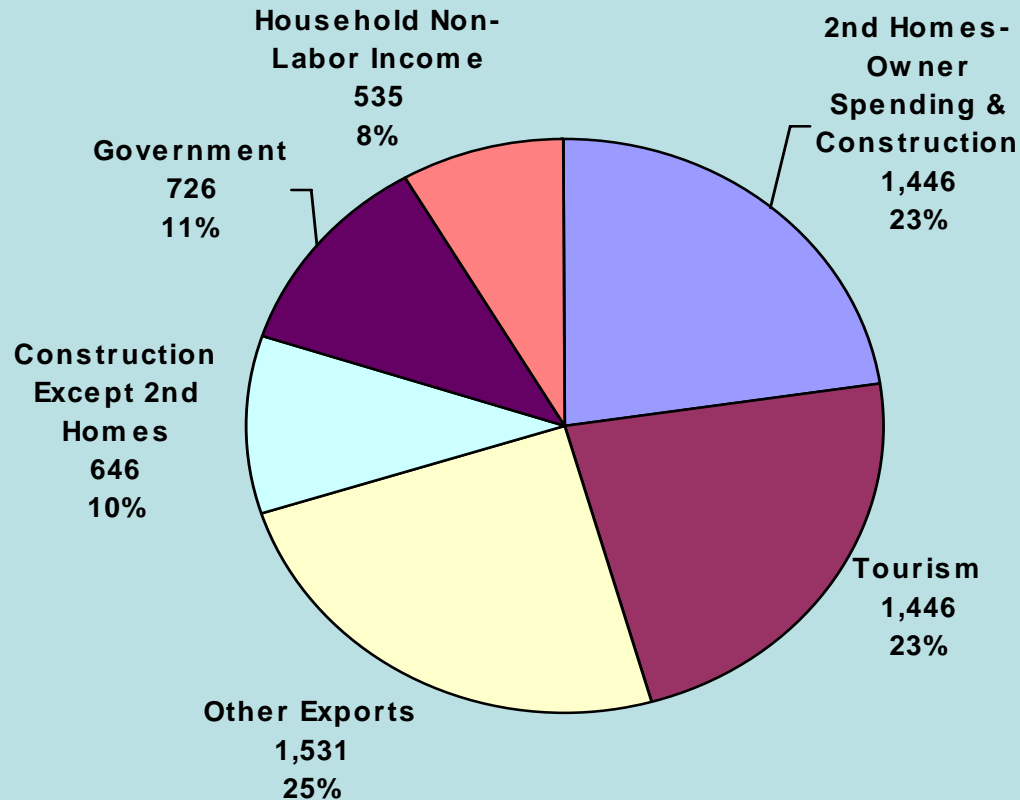
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# Ouray County— Number and Percentage of Total Jobs by Economic Driver in 2003



# San Miguel County— Number and Percentage of Total Jobs by Economic Driver in 2003



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# 2007 Region 10 Homeowners Survey



September 10, 2007



# HOMEOWNER VALUES

- For the most part, values of Full-time Residents and 2<sup>nd</sup> Homeowners are in sync:
  - Both groups assign top values to water quality/quantity, air quality, and scenic/visual quality
  - Full-time Residents place higher value on local economy, education (k-12), affordable housing, job opportunities, adult education and public transportation
  - 2<sup>nd</sup> Homeowners place higher value on parks & trails, open space, appearance of town, recreational opportunities, public safety and wildfire mitigation



# KEY POINTS

## HOMEOWNER'S SURVEY

- Most common “unmet aspirations” of local residents
  1. Affordable Housing
  2. Shopping Opportunities
  3. Public Transportation
  4. Job Opportunities

# Surface Treatment Needs

- State highways are “Main Street” in several of the towns in the TPR, and often the only route in/out of town.
- The TPR’s highways continue to deteriorate, due to increasing traffic from commuters, truck freight, and tourists.
- Many of the Region 5 highways in the Gunnison Valley TPR are in poor condition.
- Funding is not keeping up with the needs.



Alligator cracking on SH 90

# Wildlife/Vehicle Collisions

- The increasing number of animal/vehicle hits is a growing challenge for the GVTPR.
- In 2004, 45% of the accidents between Ridgway and Montrose were caused by collisions with wild animals.
- Mitigation measures being taken in the GVTPR include: wildlife escape ramps; deer and elk fencing; and installation of cattle guards and extension of wildlife fencing at the entrance to Ridgway State Park.



Wildlife escape ramp along US 550, north of Ridgway



# US 550 /SH 62 /SH 145 Commuter Route – Montrose to Telluride and Mountain Village

- Major route for service and construction workers employed in Telluride and Mountain Village.
- Employers have increased transit service for workers.
- CDOT built a climbing lane on SH 145 at Keystone Hill.
- Need funding for additional passing/climbing lanes and transit service.



Typical rush hour traffic at  
Society Turn, near Telluride



Keystone Hill climbing lane  
under construction

# Rockslides, Mudslides, and Failed Cribwalls

- In April of 2007, the westbound lane of SH 145 at Norwood Hill was closed, due to a failed cribwall.
- Lane closures = safety issues, travel delays, and very long detours.
- Need funding so maintenance and engineering staff can quickly address emergency road repairs.
- Need funding for ongoing rockfall mitigation.



Norwood Hill failed cribwall repair



Rockfall on SH 141



# Impacts of Energy Development

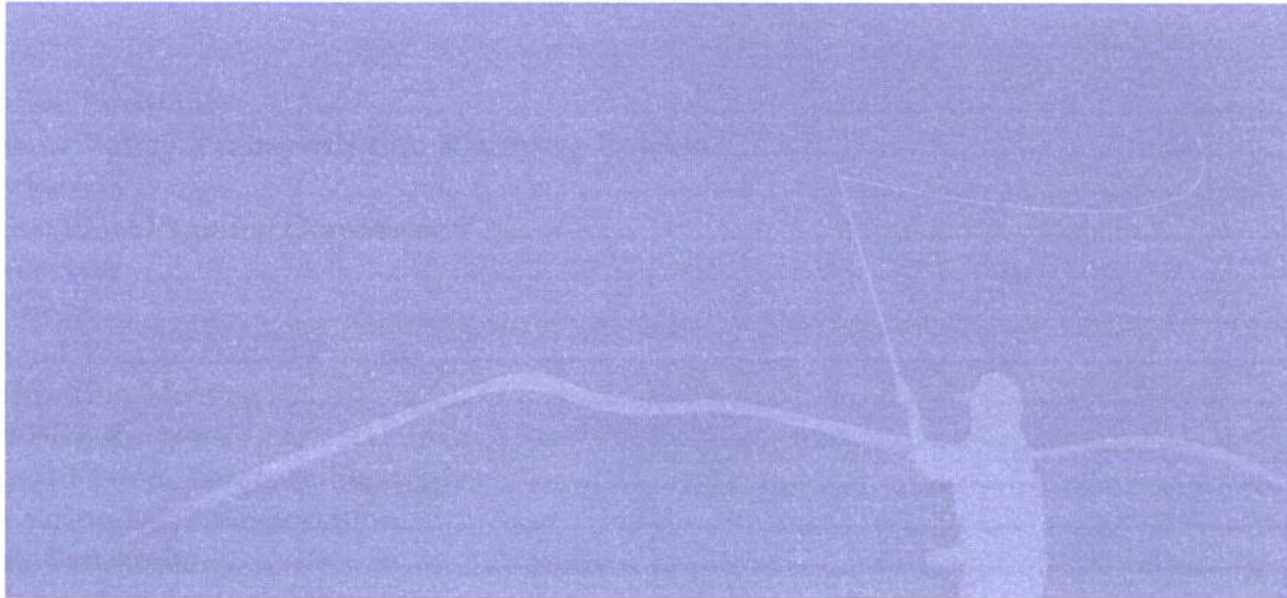
- Heavy oil and gas-related truck traffic on SH 141, SH 145, SH 90, and others.
- New uranium/vanadium ore-processing mill near Naturita to be open by 2010. Capacity of 1,000 tons per day.
- Need increased maintenance, overlays, and reconstruction.



Heavy truck  
on SH 141



Cracking on  
SH 141



# KEY ISSUES

- A desire for increasing public transportation and providing alternative modes to driving passenger vehicles has been identified.
- Wildlife crossings need to be maintained and potential wildlife/vehicle conflicts are a safety concern.
- Increases in truck traffic (primarily mining and logging) throughout the TPR are starting to and could continue to degrade and congest the roadways causing safety concerns, especially on highways with no shoulders.
- A designated truck route, which would bypass the populated areas, is needed throughout the TPR
- Improved roadway maintenance is needed to address poor roadway surface conditions in the TPR.
- Passing lanes and additional lanes are needed throughout the TPR to address safety issues

# IMPLEMENTATION STRATEGY

Corridor	Major Issues	Selected Strategies
US 50- Montrose to Canon City	Population Growth Employment Growth Congestion Safety	Add passing lanes Construct acceleration/deceleration lanes Develop a Regional Transportation Authority
SH 92/ SH 133- Delta to Hotchkiss	Safety	Add passing accel/decal and turn lanes Add and improve shoulders Add geometric improvements
US 550/SH 62/SH 145 – Montrose/Ridway/Ouray/Telluride	Population Growth Employment Growth Congestion Safety	Develop a Regional Transportation Authority Add passing lanes Construct accel/decal lanes





September 10, 2007

